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Gradually Crefeld rose to a commanding position in the silk industry of Germany, not unlike that which Cologne had held in the years from 1450-1550. But the gloomier their prospects, the more tenaciously did the guild of Cologne cling to their antiquated methods. Their trade dwindled away in the course of the eighteenth century, and finally disappeared in the nineteenth.

Mr. Koch bases his account, largely upon the unpublished archives of Cologne, and prints some of the most important documents in an appendix. Occasional obscurities and repetitions suggest that his is an apprentice hand; but he deserves congratulations upon the success of his investigations.

W. C. MITCHELL

THE UNIVERSITY OF CALIFORNIA

Soziale und individualistische Auffassung im 18th Jahrhundert, vornehmlich bei Adam Smith und Adam Ferguson. Ein Beitrag zur Geschichte der Soziologie. Von HERMANN HUTH. Leipzig: Duncker und Humblot, 1907. Pp. vi+160. M. 4.40.

If sociology were obliged to assume responsibility for everything done in its name, it would be painful for a sociologist to confess, in an economic journal, the full truth about this monograph. Although not expressly stated, it is implied in the preface that the essay is a Doctor's dissertation. It was worked out under the direction of Professor Kurt Breysig in Berlin, and it is published in the *Staats- und sozialwissenschaftliche Forschungen* of Professors Schmoller and Sering. Under the circumstances my concern with the author is of less moment than the interrogation marks which the book leaves in my mind about the sponsors. Can it be that at the end of the long grind for the Doctor's degree, German university authorities occasionally remit their critical vigilance, and permit the candidate the relief of an intellectual orgy? I would not imply that there is no evidence of serious scholarship in the book. On the contrary its technique, so far as the collection and arrangement of evidence goes, shows the result of rigid training. On the side of interpretation, however, it shows no more conception of perspective than a Chinese picture. In a word, the "psychological fallacy" is turned loose upon the material and allowed to do its worst. The consequence is one more title added to the list of preposterous renderings of Adam Smith.

In a recent book (*Adam Smith and Modern Sociology*) I have shown that Adam Smith's system of thought was primarily a moral philosophy, in which his economic theory was incidental. I have qualified that theorem by pointing out that the moral philosophy had very little in detail in common with positive ethical or sociological theory today, because it was simply a version of the individualistic and subjectivistic doctrines of the school to which Smith belonged. It was virtually an attempt to express a social system in terms of non-social elements.

Herr Huth on the contrary analyzes Smith's language—he is the principal subject, and Ferguson secondary—and in reality shows what it would have to mean if it were used today by a scholar who had assimilated all the chief modifications in sociological thinking which the intervening century and a third has produced. By this method he finds in Smith's archaic moral philosophy a very fair skeleton of the most modern sociology. That is, if Smith had used terms not in his sense but in our sense, and if he had accepted all the logical implications which are evident to us but which were beyond his ken, he would have thought what we do, instead of what he did!

The book might well serve as a classic in illustrating the futility of a scholar's technique if it is not controlled by general sobriety of judgment. Sociology has proved its ability to thrive upon the contempt and ridicule of the historians. Affairs would take a serious turn if there were danger that sociology would be obliged to accept the handicap of much of this type of historical support.

ALBION W. SMALL

THE UNIVERSITY OF CHICAGO

Economics of Railway Operation. By M. L. BYERS. New York: The Engineering News Publishing Company, 1908. Pp. 666. \$5.00.

With the rapid development in transportation, the author tells us, it has become more and more difficult to obtain a true perspective.

The department officer too often works for the advantage of the department alone, losing sight of the broader interest of the stockholder; and the young man entering upon railroad career finds it difficult, if not impossible, to obtain any very clear view of the relation of his work to that of other departments.